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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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DEATHS.

On December 26th, 1907, at her residence 13, Rua de António da Silva, the beloved mother of José da Silva and brothers of Hongkong, VICTORIA S. CAIXERO E SILVA, aged 90 years.—Lisbon, Manila and Shanghai papers please copy.

On December 22nd, at Sha glai, HILLEN WINIFRED OLSEN, the wife of John A. Olson, aged 24 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FENNET STREET, F.C.

The Daily Press.

HONGKONG, DECEMBER 30TH, 1907.

IN glancing through the first number of Mr. JOHN MURRAY's new monthly, *The International*, a "review of the world's progress," contributed mainly by writers of the socialist, idealistic reformer class, we were arrested by references to China. There is a short notice of the constitutional movement in China. It notes the various Edicts issued that seem to promise representative government, and believes in the promise. The "abolition of all Manchu feudal privileges" on Sept. 27th did not persuade us that "the Manchu dynasty had itself taken the initiative in restoring equality of rights." We were sufficiently prejudiced to suppose that the initiative was very much like what DAMOCLES might have shown if he had nervously decided to change his seat at the banquet of DIODORUS Senior. Nor were we minded to attach the same importance to the provincial revolts, which we have previously attributed more to empty stomachs than to overcharged intellects. Still, we would be the last to deny that there have been, and still are, evidences of political ferment throughout the Empire, but the anonymous correspondent of *The*

International himself gives the clue to the explanation, in his reference to the radically disposed students returning from abroad. This class "shows the same enthusiasm as it did in Europe at the great crises of the last century." To be sure it does. It always will. It is the perennial, the eternal source of that divine or devilish discontent that saves the world from stagnation. Youth and its young heart, its desire for something better, born of its fresh and startled perception of the flies in the amber of life, of the spots on the sun of society, is eternal, universal. One generation after another loses youth, it is true, but the dreams, the "long, long thoughts," abide, and return resilient to the problems of existence. Even in China, where it has been strongly repressed by the CANDIDE-like conviction that the Middle Kingdom was blessed with the best of all possible communal systems, it has always been there, only we (foreigners) have not had such opportunities of recognising it as elsewhere. It will always be there, and everywhere else, even if all the reformers of the present generation were to be allowed their own way. There are, however, other things, tending to conservatism and equisite, that Phenix-like persist. One shall be mentioned after a quotation or two. The article so far quoted concludes:

It follows from the nature of the existing constitution of China (which is governed by mandarins, often of the poorest extraction; selected by graduated examinations) that these students, the future rulers of the country, will possess the greatest influence on public opinion and the majority; therefore their adhesion to the constitutional movement assures its ultimate victory.

It is to be noted that China has now no hereditary aristocracy, bar or aristocracy being, indeed, essentially democratic; her ruler-loving, relatively well-to-do peasants and townsmen, interested, by the possession of property, in a good administration of the State, will prove themselves conscientious electors to the proposed parliament and form an excellent basis for a constitutional régime.

Those passages were apparently the text for the other article, by the editor, Dr. RODOLPHE BRODA, whose knowledge of China must have been got in a library. That is not a sneer, please. We admire and sympathise with his point of view, especially the neatness with which he insinuates that "it were presumptuous on the part of us Westerners to take it for granted that every departure China may make from established principles must mean progress." Many Westerners are just so presumptuous; who at the same time are driven to frenzy by the belief that reformers elsewhere, whom they denounce as fadists and dreamers, regard all change as necessarily progress. GILBERT was inexact in saying that every Briton is born a little Liberal or a little Conservative. Those who are just so presumptuous, who at the same time are driven to frenzy by the belief that reformers elsewhere, whom they denounce as fadists and dreamers, regard all change as necessarily progress.

GILBERT was inexact in saying that every Briton is born a little Liberal or a little Conservative. Those who are just so presumptuous, who at the same time are driven to frenzy by the belief that reformers elsewhere, whom they denounce as fadists and dreamers, regard all change as necessarily progress.

China has only been able to maintain her constitution unchanged for ages on account of its infinite superiority over that of her neighbours. China has been and still is, *Ana's* *democracy*, a commonwealth based on the free labour of her industrious citizens and of her peasants, who own the plots they till. The Middle Kingdom knows no hereditary aristocracy, and, for thousands of years, political power and influence in imperial circles has been vested in the class of the Mandarins—men chosen from the broad ranks of the people by competitive examination, ensuring the selection of the most learned, if not the best. It is noteworthy that more than a century before Plato enunciated his theory of the perfect state, governed by an aristocracy of the wise, the same, or a closely analogous idea, was carried into actual practice by Confucius. It was but yesterday that Augusto Comte rediscovered the principles of optimism which China's great philosopher-statesman gave to his country 2400 years ago. The intellectual classes of China are free from all superstition; they hold no dogmatical faith, and its place is taken by a system of independent ethics based on humanitarian principles.

That extract should startle foreigners, especially those resident on the China coast. The picture of a vast empire with all its peasants tilling only for themselves, with nothing like an hereditary aristocracy to harass them, and all its officials meritocratic men, "the most learned, if not the best," brings us to the other human attribute that, like the enthusiasm of youth, diest not. It is a humiliating, possibly popular reflection that the product of the mills of the gods (of Time) comes out "exceeding small." Impulsive youth, aggressive to translate its ideals into facts, is admittedly a prettier figure than discouraged, resigned age, a live to limitations, too wise to kick against the pricks. The salvation of mankind rests in the fact that both have their innings, each end of life's seesaw ascending with the regularity that makes history so digestible, grateful, and comforting a study. It may be that the adhesion of the present generation of Chinese students to the constitutional movement "assures its ultimate victory," but will they adhere? If they had always adhered, this world would perhaps have been a Utopia now. The most of them don't. Ideals fade with the years, and the Chinese official, however he began, has as a

rule ended with an eye to the main chance. Those who adhere find themselves in a minority, and end as ineffective pedants in some remote garden. This is, broadly speaking, true of all other countries as well as of China. Except ideally, theoretically (and that we may admit) China's constitution has never been able to boast "infinite superiority." No other has, either. Except in the fanciful imaginings of beautiful dreamers, there never was a community that knew not hunger and worry, hardship and oppression, in some degree. Certainly the Chinese have had their share. In our last we pointed out that for the success of her military reform China needs to cultivate morale. The same need faces her before constitutional reform can come to pass, meaning thereby real, not paper, reform. Philosophically, we Westerners are lagging far behind China's civilization, especially where its intellectual contempt of soldiering has been concerned. War is silly: there is no doubt of it; but pending a miraculous alteration of human nature, it continues to be necessary. Metaphysicians tell us in their funny paradoxical way that evil is necessary to the maintenance of good, and war is a practical necessity. China in her palmiest intellectual days has always maintained soldiers, even while scorning them. China's constitution was never, even theoretically, infinitely superior to that with which the great American Republic began its existence. Its rapacious Mandarins were not an "hereditary aristocracy," nor were the "boises" of the American cities, and we see little to chose between their behaviour and that of the tyrants of feudal England. Dr. BRODA says its very excellence was the drawback of China's philosophy. "The Chinaman thought his system embodied actual perfection; there was, in consequence, an arrest of progress, a contempt for the onward march of other civilizations." But where, please, do we find evidence of this "progress," of this "onward march"? What nation has arrived, and where? Why should there not be "an arrest of progress," when we reach "actual perfection"? It is wickedly pessimistic to point out that we fuss unduly; that we progress only in a circle; the cynical philosophy of "cui bono?" is held to be immoral, as tending to deter the progressive spirit. It isn't really. Nothing can do that: nothing can kill the immortal Phoenix. We have shown that youth will have its day, its recurrent days. To it the sunrise will always be a novelty; always its "discovery" of both hemispheres of life's rotundity provides it with the occasion of Coxcomb; always it will yell "Eureka," and try to set the Thames on fire. The Utopians are merely folk whose brains have grown more slowly than their bodies; the lastest reformer is the most intellectually youthful. Writing for older heads, we can do no more than remind ourselves that it is possible to take them too seriously. Before we undertake to review "the world's progress," let us feel sure that it is progressing.

The French Mail of the 26 November was delivered in London on the 24 inst.

The Postmaster-General notifies that on and after January 1st direct money orders may be obtained, payable in Sarawak.

On Monday afternoon His Excellency the Governor and Lady Lugard visited the Netherton, Ho Min Ling and Alice Memorial Maternity Hospitals.

The Gazette notifies that the Police Magistrate's Department is excluded from the operation of the Public Holidays' Ordinance, 1876 on Thursday, January 2nd.

The name of G. D. R. Black, Doctor of Medicine of the University of Toronto, has been added to the register of medical and surgical practitioners qualified to practise in this Colony.

His Excellency the Governor has been pleased to appoint the Rev. F. T. Johnson to be a chaplain of prisons; and Mr. E. Ralph, senior assistant master, to be normal master of Queen's College with effect from January 1st.

A Glasgow correspondent says that the Clyde shipyard and engineering trades have decided to combine for defensive purposes in the event of the masters agreeing on reduction in wages. The decision carries with it the important determination that if one trade should be singled out the whole of the other branches will come to the assistance of the attacked trade, and bring about a complete stoppage. Three Scotch steel works have been laid idle for want of orders.

I. L. Rocha, an interpreter in the Sanitary Board, was presented by Chief Detective Inspector Hanson at the Police Court on Saturday for accepting bribes amounting to about \$8. It was the duty of the defendant to see to the linewashing of houses, and the allegation that he had been accepting small bribes from owners or tenants of houses he inspected came to the knowledge of the department. Inquiries were then instituted and a number of people who are alleged to have given bribes furnished information which led to the defendant's arrest. He pleaded not guilty, and Mr. Gomperts remanded the case until Friday, fixing bail at \$150.

Because he was the houseboy of Mr. R. H. A. Craig, the resident superintendent of Victoria Jail, Tsang Chang thought he was entitled to free admission to the theatre. He went to the Taiping Theatre on Friday night and sought admission on the strength of his position. This was denied him, and as he continued to persist and annoy the attendants the police were called, and Tsang was informed that he must pay to enter. He did so, but decided to take his money's worth out of the ticket collector. While that individual was tearing a piece off his ticket Tsang dealt him a blow on the stomach. After this the offender was arrested, and at the Police Court on Saturday Mr. Gomperts ordered him to pay a fine of \$10 or go to jail for one month.

The career of the British and Japanese Finance Corporation has been the reverse of fortunate, says a correspondent, the report for the year ended September 3 last states that although offers of business have been made to the company during the period under review they were not of a nature to yield a satisfactory profit. Up to the wind-up therefore, no business had resulted. The available funds, for the most part, remained as a short loan on the Stock Exchange against high-class securities. As the inertia of the Stock Exchange and the condition of the world's money markets make public issues practically impossible at present, a majority of the shareholders decided that the company should be liquidated. It is satisfactory to know that the funds of the Company are sufficient to return about £1 4s. 9d. on each Ordinary share £1 5s. paid. A first distribution of £1 s. on each Ordinary share was to be made on December 13.

THE THEATRE.

Pollard's *Lilliputians* continue to please Hongkong. The audience on Saturday night, at "In Town," applauded from start to finish. The Heintz little boys bore the chief triumphs that evening.

To-night the children begin a three night run of "La Poupe," and on Thursday begin a special pantomime, "Mother Goose."

LOVE IN LOTUS LAND.

There was a large attendance at the Catholic Union on Saturday night when members staged "Love in Lotus Land," a burlesque which pleased by novelty in spite of sense. There were many humorous incidents in the piece, and these the players made the most of, the successful manner in which each man covered his part indicating long and continued practice. The enthusiasm of the audience was unabated, and no doubt gave the performers greater confidence in themselves and added to the success of the play. First and foremost among the amateurs ranks Mr. F. Costa Ribeiro, who in the character of "Li," a Chinese adventurer, kept the audience in fits of laughter from the rising until the falling of the curtain. His jokes were fresh and local, and his pigeon English good. Another difficult part was in the hands of Mr. Hyndman who represented "Yan Hoy," the only daughter of the mandarin, Wu Chow. His impersonation of a young lady was excellent, but the audience would have been better pleased with a little less of his strained falsetto voice. Others taking part in the burlesque acted their parts well, a willing combination scoring a success in the first night's performance. The cast is as under:

Sir William Burton "Foreign Adviser to the Lam Pak Hong" Court" Mr. F. Read Lefford

Captain Roberts of the "3rd Haste" Light Brigade Mr. H. Bennetts

Miss Nancy "Maid to Sir William's daughter"

Miss "Charley" Alves

Wu Chow "Lam Pak Hong's G.O.M." Mr. C. H. Osmund

The Lady K. garoo "a distant relative of Wu Chow" Miss "Loixa" D'Aquino

Pak Lan Fa "Liu Fu" Miss "Emilia" Barradas

Mui Quai Fa "Miu Quai" Miss "Estrelas" Alonso

Mau Tan Fa "Mau Tan" Miss "Sophie" Barradas

To Mei Fa "To Mei" Miss "Henrietta" Tavares

Fu Yong Fa "Fu Yong" Miss "Maria" Gardner

Yut Kai Fa "Yut Kai" Miss "Olga" Tavares

Chow Fu "Chow Fu" Mr. Geo. Omond

Loi Fu "Loi Fu" Mr. E. Omond

Man Siu "Man Siu" Mr. A. R. Omond

Lei Siu "Lei Siu" Mr. J. Costa Ribeiro

Ko Fan Sergeant of "Wu Chow's Own" Mr. D. Prestage

Yan Hoy "Wu Chow's only daughter" Miss "Julia" Hyndman

Fo Hop "The son of a colleague of Wu Chow" Mr. H. Hyndman

Lin "An Adventurer" Mr. F. Costa Ribeiro.

KAISER AND SHIPPING.

The following telegram, dated Highcliffe, was received by the President of the Society of Shipbuilders in annual conference at Berlin:

To His Royal Highness the Grand Duke Oldenburg, Technical High School, Charlotenburg—beg your Royal Highness to accept my sincere thanks for the telegram just received, at the same time, I beg your Royal Highness to inform the Society of Shipbuilders how greatly pleased I am at the award of a gold medal in which I see an honourable recognition of my interest and my efforts in the region of the technique of shipbuilding. In this connection I cannot but declare that I see in the society which stands under the direction of your Royal Highness a powerful lever for the promotion of ship and engine building, and that I have ever felt grateful for the stimulus which I have received at the meetings of the society. All the more, I regret not to be able to present this time—With my Imperial greeting to the Society of Shipbuilders, I am, your Royal Highness's

LATEST STEAMER MOVEMENTS:

The N.Y.K. str. *Kogo Maru* (American Line) left Shanghai for this port on the 26th inst., and is expected here to-day.

The N.Y.K. str. *Kapok Maru* (American Line) left Shanghai for this port on the 24th inst., and is expected here to-day.

The I.G.M. str. *Prinz Sigismund* which left here on the 6th inst., arrived at Sydney on Thursday, the 26th inst.

The Boston str. *Tremont* sailed from Yokohama for the Pacific Coast on the 24th inst.

TELEGRAMS.

[REUTER'S SERVICE.]

PERSIA.

LONDON, December 26th.
Reuter's agency in Teheran wires that the people are not reassured by the declaration recently issued by the Shah promising to observe the Constitution. They are wishing for a practical fulfilment of the Shah's promises. Only a few shops are open, armed parties are re-assembling and random firing is taking place.

BANK FAILURE IN THE UNITED STATES.

LONDON, December 26th.
The Memphis Savings Bank has closed, Deposits \$2,000,000.

THE AMERICAN BATTLESHIP CRUISE.

LONDON, December 26th.
Washington reports the resignation of Rear Admiral Brownson, Chief of the Bureau of Navigation. The resignation is commented on in connection with the recent criticisms on the efficiency of the fleet.

PORTUGAL.

LONDON, December 26th.
A Lisbon decree fixes 5th April as the date for the Parliamentary elections.

ANTI-MILITARISM IN FRANCE.

LONDON, December 26th.
The anti-militarist Heros has been sentenced to a year's imprisonment and a fine of 3,000 francs, for libelling and insulting the army and the navy; and M. Merle, the manager of the *Guerre Sociale* together with M. Almendra, a member of the staff, have been sentenced to 5 years' imprisonment and a fine of 3,000 francs.

CHARITABLE BEQUEST.

LONDON, December 26th.
The Barone Adolph

EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]

(Continued from last Monday)

XIV.

It is no intention of ours to write a history of the colony, so we shall pass over Sir Geo. Bonham's term, merely remarking that as an old colonial administrator he endeavoured to restore its financial equilibrium, and introduced many reforms; with China he had little to do. One object of his was, however, to encourage the Chinese settlers to become true residents. With this object and acting on colonial precedent, he granted British register and British flags to old residents of standing irrespective of former nationality. Under his immediate successor, Sir John Bowring, widely known as a philosophic radical and as such committed to a thorough peace policy, this action formed the basis of the second Chinese War.

A new Viceroy and Imperial Commissioner had been sent to Canton, an self-opinionated and as ignorant as Lin who brought on the first war with England. His name was Yeh Ming-hue, and his particular duty was to "exterminate" the Taiping rebels, then at the summit of their power in the Kwang provinces. Much of the fighting took place on the mainland immediately opposite Hongkong, Kowlung having been several times taken and retaken by one or other, and the rebels, who in concert with the coast pirates had managed to collect a fleet, even attempted to make the harbour their battle ground. Sir John Bowring's orders were to preserve a strict neutrality, a rôle perfectly in accord with his own predilections as a former president of the Peace Society; and this naturally did not please either side, and more especially Yeh, whose heart was bent on placing the Foreigner in his proper position as a humble servitor.

When therefore Sir John Bowring hinted to him, that he might be of use in freeing Canton from the presence of the rebels just then preparing to assault the city, Yeh did not condescend to notice the communication. This did not prevent him subsequently, when the Taiping fleet was blockading the Canton river, and had defeated Yeh's ships, from crying out for help. Sir John Bowring, not desiring to see Canton destroyed, and the trade of the port temporarily at least ruined, concerted measures with the Admiral, and a British fleet was sent up; the Taiping leaders not caring to face a new enemy retired, and Yeh, finding himself free, became once more as intractable as ever.

With his limited knowledge he could not understand how a man who wrote his surname in advance of his personal appellation, and wore a pigtail could be other than a Chinese subject. His own government had seized a lora from Chinese pirates on the coast; had condemned and sold her. A Chinese resident of Hongkong, and a Crown Lessee of the Colony, had bought her in the open market, taken her to Hongkong, applied for a British register, and in due time obtained it. The vessel was in due course employed in coasting and there was no complaint against her. She was commanded by an English Captain, though her crew as a majority was Chinese.

Happening to go to Canton in the regular course of trade in October 1856, without reference to the British Consul who happened to be Sir Harry, then Mr. Parkes, by the Viceroy's orders the crew were seized and taken in chains into the city, on the charge that they were "in collusion" with barkarians. Parkes sent in a request requiring their surrender for trial in his Consular Court, which by treaty he was authorised to demand, and this was refused. The facts have never been disputed on either side. The matter was of the greatest importance to Hongkong, as the yielding of the point before the threats of Yeh would have been equivalent to handing over the Colony to the tender mercies of the Viceroy of the Two Kwangs for the time being. It had been the persistent aim of the Canton government ever since the cession of Hongkong to isolate the colony, and prevent the access of Chinese traders. Kiying, an able diplomatist who knew his own mind and took in the situation, had persuaded Sir Henry Pottinger to accept a clause in the Supplementary Treaty skillfully designed for this special purpose, and for many years the colony for all purposes of trade was a practical nullity. Circumstances beyond the control of either the Chinese Government or the successive governors of Hongkong were bringing about the resuscitation of the colony; and it was to thwart these that Viceroy Yeh made his last attempt to restore the dependency of British trade and British traders on the local authorities of Canton. Yeh, however, was a bungler beside his predecessor Kiying, and failed as miserably as his protégé Lin.

Two days after the entreaty Sir John Bowring demanded the surrender of the crew and an apology; Yeh, thinking this a joke took no notice, then a junk was seized with like result; then Sir John threatened war, when the men were quietly sent back. Sir John had other old scores to settle, so Sir Michael Seymour, the Admiral on the station, stepped in, and shelled his Yeh removed out of reach. Then a few forts were knocked about, but Yeh's officers had told him they could secure the city against all the force the Admiral could bring, and Admiral Seymour finding this the case contented himself with blocking the river till reinforcements should arrive. Naturally the mob and Yeh, considered this a victory, and burnt down the factories, and expelled the foreign residents, and here the advantage of Hongkong came in.

But Yeh in his ignorant and uncivilised way did a great deal more: the English, he knew, were but a small people in numbers, though formidable when permitted to act together; he would destroy them in detail. Accordingly great posters appeared exhorting the populace against these nefarious English, and offering rewards for their capture, or their heads, it was one and the same. The principal bakery in

Hongkong was included in the scheme, and a grand plan concocted of poisoning the entire community in a batch: it was but partially successful, as no one died at once, but several felt the effects for years afterwards. Yeh was a past master in these arts; he had tried them on with the Taipings within his jurisdiction and established for a time a reign of terror, without much effect it is true, for the rebels after they had destroyed everything that fell into their hands went north to repeat their ravages in the unexhausted lands of Kiangnan and the Hukwang.

When the news of these things arrived in England it was received in various ways. Sensible men saw that it was time these barbarities should be put an end to once and for all; amongst these was Lord Palmerston, at the time prime minister, who at once without waiting for Parliament made preparations for sending out reinforcements to the fleet, as well as a land army. He appointed too a plenipotentiary, seeing that things were not going on well at Hongkong and that a change was advisable. Unluckily his choice fell on a mere dilettante, Lord Elgin. Lord Elgin left England in April 1857, and on his way had the opportunity of doing the one thing for doing which his memory will long be blessed. A vessel despatched in haste to intercept him from India, where a serious mutiny had broken out, succeeded in finding him. Lord Elgin, thinking that under the circumstances China could wait, ordered the troops on the way to proceed instantly to India: they arrived in the nick of time to save our army in India from destruction, and lent valuable aid in suppressing the Mutiny.

Meanwhile reinforcements had arrived for the navy in China, and a sort of a skirmishing war went on about Canton, which had a good effect in showing the fire-eaters amongst the defenders how little they could do, and so far prepared the way for the coming war.

(To be continued next Monday.)

MISCELLANEOUS JAPANESE EXPORTS.

MATERIAL ADVANCE.

The export of sundry goods, many of which are included under the general though incorrect term "curious," has been showing a remarkable increase of late. During the last ten years the export of these goods has trebled in value; that is, it has increased from 30 to 90 million yen. During the same interval the total amount of exports has increased from 163 to 423 million yen, showing an increment of 250 per cent. The percentage of the export of miscellaneous goods as against other goods has advanced from 18.1 to 21.3, while that of the latter has proportionately fallen off from 81.9 to 78.7. The export of this class of goods has for some years formed an important item in Japan's export trade, and the business is making steady progress, as will be seen from the following table:—

CURIOUS.

	TOTAL EXPORTS EXPRESSED IN PEE CANT.
1897.	Y16,135,000 Y29,455,000 18.1
1898.	165,753,000 31,075,000 18.8
1899.	214,929,000 32,483,000 15.2
1900.	204,360,000 37,288,000 18.3
1901.	251,319,000 41,712,000 16.7
1902.	258,303,000 43,312,000 16.8
1903.	269,502,000 43,175,000 16.7
1904.	319,260,000 57,948,000 18.2
1905.	321,533,000 66,653,000 20.6
1906.	423,754,000 89,896,000 21.3

Classifying last year's exports, it will be seen that raw silk, coal, copper, rice, cutlery, seaweed, vegetable-wax, and other natural products roughly represent a value of 200 million yen; while the manufactured and partly-manufactured goods, or those subjected to certain processes before being exported, which include cotton yarn, cotton fabrics, habutai, kaki, tea and camphor, are responsible for 100 million yen, the remaining 100 millions being taken up by miscellaneous goods.

The *Toyo Keizai*, writing with reference to this subject, points out that the peculiar economic system of the country and the cheap labour available are largely instrumental in bringing about the present progress of the curious trade. It is a peculiar feature of the economic system in the Japanese urban and rural districts that men and women can afford, besides their regular occupation, to devote their spare time to some subsidiary work or other. And this peculiar opportunity is fully taken advantage of by the people in the cities as well as in the villages, with the result that the country has now developed a strong army of manual workers who, by their contribution towards productive work either permanently or temporarily, have been largely instrumental in bringing about the present prosperity of the curious trade. A cheap and plentiful supply of labour is thus always available in all kinds of manual work. The development of the raw silk industry, in successful competition with French and Italian rivals, and that of the cotton yarn and cotton fabric trade, may in a large measure be attributed to this cause. The appended list will show the extent to which the export of some classes of miscellaneous goods has advanced during the last ten years:—

	1907.	1906.
Matches.	Y6,641,992	Y10,915,305
Household furniture.	92,737	915,507
Umbrellas.	627,57	1,782,413
Toys.	245,565	1,016,151
Brushes.	245,203	1,193,718
Clocks.	84,753	843,575
Wearing apparel.	949,12	9,667,182
Toilet goods.	—	494,041
Trunks.	544,715	—
Bamboo wares.	355,677	1,072,924
Glass wares.	248,000	2,673,132
Cotton goods.	1,095,457	3,484,550
Sundry goods.	1,810,355	8,429,474

As shown above, the value of household furniture, clocks, wearing apparel, and glass exported has made a ten-fold increase during the decade under review, while toys, brushes, and other goods show a 3 to 5-fold increase. In the case of brushes the materials are imported from America, and after manufacture they are again exported to New York, paying a heavy duty there, and even to London. Most of the materials for clocks and furniture are also imported from abroad. The reason that Japan is succeeding in the export of these goods is largely due to the cheapness of her labour. And as the peculiar system of manual work amongst the Japanese people is founded on a very severe basis, our contemporary thinks that not only will it be strengthened by the spread of productive works on a larger and systematic scale, but it will become more and more extended and materially help the growth of the export trade in the future. Much, however, must depend on a continuance of present conditions, and we doubt if these are as stable as our contemporaries appear to believe.—*Japan Chronicle*.

Relying to Captain Collins (Australia's representative), Mr. McArthur said he had no

THE ROYAL COMMISSION ON SHIPPING RINGS.

LEADING TIN COMPANY COMPLAINS OF HIGH RATES.

The Royal Commission on Shipping Rings resumed its sitting on November 12th, the Rt. Hon. A. Cohen, K.C., presiding. It was the first public sitting of the Commission since July 23rd, when the proceedings were adjourned to a Sub-Commission to visit South Africa. Mr. Charles McArthur, managing director of the Straits Trading Company, Limited, of Singapore, gave evidence as to the effect of shipping rings on the tonnage of the Federated Malay States and the Straits Settlements. Witness attended as the representative of both the miners and the company. He stated that of the 58,000 tons of tin exported yearly from the Straits Settlements the Straits Trading Company contributed some 41,000 tons, which was about one-half of the world's supply of tin. The Straits Trading Company's business was the purchase and dressing of tin ore in the tin-producing countries of the East. They smelted the ore in their works at Singapore and Penang and sold the tin to merchants in both those places. As they were not shippers of their own product neither the miners nor the Straits Trading Company were able to bring direct pressure upon the shipping rings, and the Malacca Mining Association had as of the company to co-operate with them in bringing their grievance before the Royal Commission.

Witness, continuing, said the miners complained that any freight charge in excess of 10c. was an unfair tax on the industry. At the rate paid since July, 1898 (25s. to 32s. 6d. per ton), from £43,000 to £65,000 per annum had been improperly diverted in this way from the development of the industry. He did not consider it unreasonable that shipowners should combine to prevent undue competition among themselves for cargo at unremunerative rates. The Ring, however, went much farther than that. In the abuse of their power they fixed the rates of freight for tin, without relation to services rendered, but solely with regard to their ideas of what the tin industry could be made to contribute.

Mr. McArthur proceeded to review the course of freight rates on tin. Up to the end of 1896 the rates, he said, were regulated entirely by the laws of supply and demand. The rates to London had then fluctuated between 5s. and 10s. per ton: 20 cwt. Anything over 5s. was paid only during occasional periods of temporary scarcity of tonnage, and he thought he was well within the mark in saying that at least 75 per cent. of the tin shipped to London had paid only 5s. per ton. This applied to Singapore shipments only. The Penang rate was nearly 2s. 6d. more. The record of freights subsequently enacted clearly proved, he thought, that the Shipping Ring had abused its powers over shippers, and unduly taxed the tin industry.

The Ring, said Mr. McArthur, began its operations in January, 1897, by establishing the rate for tin to London at 10c. per ton. From February to November, 1897, the rate was 15s. per ton, and in December 20s. The rate afterwards rose to 32s. 6d. and was reduced from this figure to 25s. in February, 1907, which is the rate now current. The reduction in February last was a concession granted after strong representations had been made to the Ring by the Straits trading Company through the principal shippers from the Straits, but the present rate was still much higher than was fair to the trade.

For the Conference, it was claimed, said witness, that they had established a better, more frequent, and more regular supply of tonnage and gave the shipper the privilege of shipping to practically any port in the United Kingdom, Continent or America. But it was reasonable to expect that during the past ten years shipping facilities should have increased as had facilities in other industries. Shipowners had only moved with the times. Even admitting that Conference conditions had brought about the improvements claimed he was of the opinion that they were, exacting far more in return than the increased facilities were worth.

On the current rates of the Ring, continued witness, the shipowner worked for the American consumer, for 16s. to 16s. 6d. per ton, while he exacted 23s. 6d. to 26s. from the British consumer. The inference was that 16s. per ton, the return on Boston tin, was a profitable rate of freight and confirmed the main contention of the miners.

Immediately before the conference freights were subject to a "cut-throat" competition, which did not last, and any comparison should go back to an earlier period. He quoted figures tending to show that the trade of the colony had increased rather than decreased since the establishment of the conference. While it was not apparent that that trade was leaving the port, there was no doubt that alarm was felt at the increasing tendency for direct communication, which shipping organizations must assist.

Where these organizations pressed too hard upon merchants, the true remedy would appear to lie with the merchants themselves in bringing combined pressure to bear upon shipowners in order to modify the incidence of rates.

Combination among merchants in the Straits was, however, seldom possible, owing largely to mutual jealousy, and it seemed a fair inference that they had not yet felt the burden great enough to sink their jealousy in favour of combined action, and to risk the loss of their rebates.

Mr. D. W. Lovell said he had spent 23 years in Singapore, from January, 1883, to March of this year, in the firm of Messrs. William McKerrow and Co., exporters of Straits produce. The firm of William McKerrow and Co. was amalgamated with Paterson, Simons, and Co. in February last. He then separated from them and joined the firm of G. Atherton and Co. (Limited), of Singapore, Penang, Fremantle, and London. He had from the first been in opposition to the freight conference, but without the power to resist. He objected totally to the system of deferred rebates as a locking up of capital and a crippling of independent action, and he strongly objected to the advantages conferred on the recipients of the secret bonus as being unfair to all other shippers. The shipowners interested in this monopoly were also in a large measure foreign. He attributed to the Straits freight ring, among other things, a loss to Singapore of the handling of, roughly, about 60,000 tons of cargo. He thought that shipping facilities were best left free and unhampered. He thought they could have regular sailing without the conference system.

Evidence was next given by Mr. Hutton, of Messrs. J. B. Hutton and Co., Manchester, a member of the Manchester Chamber of Commerce, and Mr. G. B. Zochonis, managing director of Messrs. Paterson, Zochonis, and Co. (Limited), Manchester and Liverpool, and a director of the same chamber and chairman of its African section, on the subject of the West African banking arrangements and the import of silver. The former also represented the British Cotton-Growing Association. They both expressed satisfaction with the present arrangements in regard to West African carrying trade, and thought that, generally speaking, the system had not worked to the disadvantage of traders, and should be approved so long as it was not abused. In reply to the Chairman, Mr. Zochonis added that he thought it would be a good thing if during the period when the rebate was kept in hand, shipowners were not allowed to raise the rates of freight.

The Commission adjourned.

objection to the Conference system, but did object to the deferred rebates. He thought some arrangement might be made such as he intended was in force in Calcutta, where the shippers met the merchants to fix rates of freight. The Commission adjourned.

The Royal Commission on Shipping Rings sat again on 26th November at Winchester House, St. James's-square, W., the Chairman, Mr. A. Cohen, K.C., presiding.

Mr. W. H. Shaford stated that he was a managing director of Messrs. Paterson, Simons, and Co. (Limited), of London, Singapore, and Penang. The Straits homeward conference to Europe was established in 1897. Before that time there was an unrestricted competition in freight. A larger quantity of tonnage went East than was required for the homeward trade, and merchants in Singapore were accordingly able at times to beat down homeward freights. They were further able to prevent any combination among shipowners to raise freights by chartering steamers on their own account, and this was constantly done by certain houses, including his firm. The arrangement came in 1897 provided for a payment of 5 per cent. commission to these houses on all cargo shipped from the Straits for division among themselves, in return for which they agreed to forgo their chartering business and to give up shipping by sailing vessels, with the attendant pro rata. This was sometimes denounced as a secret rebate by those who did not share in it. It was, however, well known and was the outcome of a bargain. It was shared among firms representing 60 per cent. of the trade who had always been able to secure better freights than the smaller shippers. There was further a 10 per cent. rebate allowed to all shippers so long as they supported the conference, payment of which was deferred 5 per cent at the end of six months, 5 per cent at the end of 12 months, provided shipments had been confined to conference steamer during these periods. It was alleged that an open freight market in Singapore always meant cheap freights, not exceeding 25s. per ton of 50 cwt. feet, and therefore attracted to Singapore the produce of the Dutch East Indies, and further it was alleged that the effect of the conference was to prevent produce from coming to Singapore. A conference to Europe existed from Java and the Dutch East Indies, and he believed the rates of freights of the two conferences were almost identical. Any comparison between freights from the Straits before the establishment of the conference with those now in force must take into account the options that were now obtained and the rates allowed. Before the conference steamers loaded for certain ports only; new conference steamers took cargo for shipment to almost any continental port, transhipment taking place at Marseilles or Antwerp, sometimes right over freights to Singapore, transhipment taking place at Singapore. Before the conference steamers had frequently to call at the port of the Straits before proceeding to their destination.

The Conference members had frequently to accumulate their shipments for certain ports and speculate in freight, and the market was alternately subject to glut and scarcity. Merchants were now able to rely with almost absolute certainty upon getting their produce away as soon as it was ready at a fixed rate of freight. The number of small shippers had greatly increased since the conference came into force. Immediately before the conference freights were subject to a "cut-throat" competition, which did not last, and any comparison should go back to an earlier period. He quoted figures tending to show that the trade of the colony had increased rather than decreased since the establishment of the conference. While it was not apparent that that trade was leaving the port, there was no doubt that alarm was felt at the increasing tendency for direct communication, which shipping organizations must assist.

By way of contrast, a case is mentioned in which it is alleged that a foreign Power was desirous of conferring distinguished recognition in connection with the gallantry exhibited by British officers and crew, but that the home authorities thought the acknowledgment it was proposed to give was out of proportion to the occasion. In the end, so it is said, the Board of Trade intimated that they had received silver medals for presentation in the particular case, and the intended recipients thereupon declined to accept them. It seems desirable that foreign Powers should be at least allowed to take their own course when they desire to recognise the gallantry of British officers and seamen.

Dundee whalers seem to have had a bad season in the Arctic regions. The failure of a fleet of seven of them to get a fair return for their venture means, it is stated, a loss to the shareholders of something like £20,000. They are, however, accustomed to severe fluctuations in this branch of business. Indeed, it is quite true that late passengers from our islands might be picked up with the mail at Queenstown, but there is a great dislike of transhipment. The real moral of the situation would seem to be that the Cunarders must have a home port in the Channel.

British shipmasters have not failed to notice and approve the action of the Kaiser in conferring a decoration upon Captain Polack, of the Kaiser Wilhelm der Gross, for bringing his vessel practically across the Atlantic without a rudder. It is felt that the constant interest which the Kaiser displays in the progress of the German mercantile marine is to a considerable extent responsible for its rapid development. By way of contrast, a case is mentioned in which it is alleged that a foreign Power was desirous of conferring distinguished recognition in connection with the gallantry exhibited by British officers and crew, but that the home authorities thought the acknowledgment it was proposed to give was out of proportion to the occasion. In the end, so

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“BINGO MARU,” having arrived from the above Ports, Consignees of Cargoes are hereby informed that their Goods with the exception of pine cuttings, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Official Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 3rd Jan., 1908 will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godown and Notices of same sent to this Office before the 6th Jan., 1908 or Claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Hongkong, 28th December, 1907. 2039

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REFERRING to the NOTICE of 20th September last, Senders of Telegrams are hereby advised that, from the 1st January next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

J. M. BECK, Superintendent, Hongkong, 27th December, 1907. 2028

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H. HUELOW FRI. KE., Acting Superintendent.

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THE HONGKONG DAILY PRESS.

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THURSDAY, 2nd January, 5.30 P.M.

Plans of Seats now on View at above address.

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Hongkong, 24th December, 1907. 218

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IN accordance with Government Notification No. 84, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, 1st and 2nd January, respectively.

Hongkong, 24th December, 1907. 215

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Hongkong, 1st December, 1907. 1792

TO LET.

FIRST Class European Houses, Leobiel Terrace and Humphreys Avenue, Kowloon.

Apply to—

HEWAN & CO., Care of China Merchants S. N. Co.

Hongkong, 1st October, 1907. 1590

TO LET.

A SHOP and DWELLING HOUSE, No. 78, Queen's Road Central.

Apply to—

Messrs. S. J. DAVID & CO., Prince's Buildings.

Hongkong, 11th December, 1

INTIMATIONS

S. MOUTRIE & CO., LTD.

NEW SEASON'S MODELS
JUST ARRIVED

BABY GRANDS
AND
COTTAGE PIANOS

BY

BLUTHNER, RUD. IBACH,
RACHELS, PLEYEL,
CHAPPELL AND
ROSENKRANZ &c.

INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 1882

VAN
HOUTEN'S
COCOA

Delicious!

Van Houten's
Cocoa combines
the highest quality
with the most
delicious flavour.
BEST & GOES
FARTHEST.

1020-1

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOKSTALL Mr. H. BUTTONEEF'S KOWLOON STORE No. 36, Elgin Road & Mr. A. H. YAU'S FERRY WHARF STALL, Hongkong, 22nd December, 1907.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

FROM 1ST JANUARY, 1854 TO 31ST DECEMBER
1913, BEING FROM THE 1ST YEAR OF THE
75TH CYCLE TO THE 50TH YEAR OF THE
76TH CYCLE, THAT IS THE 3RD YEAR OF
TUNG CHU TO THE 38TH YEAR OF
KWONG SUL.

PRICE \$2 CASH.

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OFFICE or Agents in all the Ports of the
Far East.

The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

Hongkong, 2nd October, 1906. 1841

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I.C.C. and Engineering Code Used
NEW DOOR NOW OPEN.

DOCK No. 3.
Extreme Length ... 722 feet.
Length on Blocks ... 714 "
Width of Entrance on Top ... 964 "
Width of Entrance on Bottom ... 884 "
Water on Blocks at Spring Tide 841 "

DOCK No. 1.
Extreme Length ... 523 feet.
Length on Blocks ... 518 "
Width of Entrance on Top ... 88 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide 61 "

DOCK No. 2.
Extreme Length ... 571 feet.
Length on Blocks ... 580 "
Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

THE COMPANY has the powerful steamer
"OURA-MAEU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

SHIPPING IN PORT.

STRAMMERS.

ALESSA, German str., 2,450. Ernst, 3rd Dec.
Portland Or., and Moji 18th Dec. Flour
Portland & Asiatic Steamship Co.

CHARLTON, British str., 2,592. W. G. Thomas,
27th December—Barry 5th Nov., Coal—
Naval Store Officer.

CHONGSHING, British str., 1,256. F. Wheeler,
20th December—Tientsin, Clefoo, Wei-
hai-wei and Shanghai 17th December,
General—Jardine, Matheson & Co.

CHILDAE, Norwegian str., 1,102. A. Angenson,
22nd Dec.—Bangkok 1st 11th, via Swatow
21st, General—Nippon Yusen Kaisha.

CHUNBANG, British str., 1,417. Mayrick, 20th
December—Keraten 14th December, Coal—
Jardine, Matheson & Co.

DAGNY, Norwegian str., 882. O. Abrahamsen,
22nd December—Haiphong 18th Dec., Rice
—Asgard, Thorsen & Co.

DEVAWONGSE, German str., 998. T. V. Bruhn,
24th December—Bangkok Dec. 12th, via
Swatow 23rd, Rice, Salt and Wood—
Butterfield & Swire.

EMPEROR OF INDIA, British str., 3,032. E.
Boethum, 16th Dec.—Vancouver 26th Nov.,
and Shanghai 13th Dec., Mails & General
—C. P. R. Co.

FAUSANG, British str., 1,410. H. S. Malkin,
13th Dec.—Shanghai Dec. 8th, via Swatow
12th, General—Jardine, Matheson & Co.

FOOKSANG, British str., 1,987. T. Mitchell, 27th
December—Singapore 17th Dec., General—
Jardine, Matheson & Co.

FOOSHING, British str., 1,423. Arthur, 21st
December—Wuhu & Chinkiang 17th Dec.,
General—Jardine, Matheson & Co.

GANGER, British str., 2,721. S. A. Page, 22nd
December—Barry Dock 31st Oct., Coal—
Admiralty.

GLENKE, British str., 2,274. Rafferty, 30th
Nov.—Salina Cruz 16th Sept., General—
China Commercial Co.

HANGSANG, British str., 1,356. S. Wild, 26th
Dec.—Shanghai and Swatow 25th Dec.,
General—Jardine, Matheson & Co.

HIMING, British str., 1,536. A. G. Smith, 7th
December—Chesoo 1st December, General—
Jardine, Matheson & Co.

HIN KONG, Chinese str., 1,282. John, 25th
Dec.—Chesoo 20th Dec., General—Chinese.

KANGHOU, British str., 1,217. Meathrel, 25th
Dec.—Chinkiang 21st Dec., General—
Butterfield & Swire.

GENES, British str., 2,274. Rafferty, 30th
Nov.—Salina Cruz 16th Sept., General—
China Commercial Co.

HANGSANG, British str., 1,356. S. Wild, 26th
Dec.—Shanghai and Swatow 25th Dec.,
General—Jardine, Matheson & Co.

HIMING, British str., 1,536. A. G. Smith, 7th
December—Chesoo 1st December, General—
Jardine, Matheson & Co.

HIN KONG, Chinese str., 1,282. John, 25th
Dec.—Chesoo 20th Dec., General—Chinese.

KANGHOU, British str., 1,217. Meathrel, 25th
Dec.—Chinkiang 21st Dec., General—
Butterfield & Swire.

KATEHERINE PARK, British str., 4,000. W. H.
Copp, 24th Dec.—Calao via Yokohama and
Kobe 18th Dec.—Toyo Kisen Kaisha.

KIANGPENG, Chinese str., 1,222. H. Uddin, 25th
December—Chinkiang 20th Dec., General—
Chinese.

KJELD, Norwegian str., 910. Helbro, 28th Dec.,
Pulauan 12th Dec., Coal—Asgard,
Thorsen & Co.

KUEICHOW, British str., 1,215. Hooker, 22nd
December—Wuhu & Chinkiang 18th Dec.,
Rice—Butterfield & Swire.

MANILA, German str., 1,181. J. Minson, 14th
December—Sydney 19th Nov. and Manila
11th Dec., General—Melchers & Co.

MABIE, German str., 1,169. P. E. Christiansen,
24th Dec.—Salina, Cruz and Mexico 16th
Nov., Ballast—China Commercial S. S. Co.

NICOMEDIA, German str., 4,364. P. Wagmann,
24th December—Portland Or., 9th Nov.,
and Moji 18th Dec., General—Portland &
Asiatic Steamship Co.

PAKLAT, German str., 1,018. J. Wanzer, 26th
December—Swatow 25th Dec., General—
Butterfield & Swire.

PHRANANG, German str., 1,021. Fr. Bücking,
19th December—Bangkok 5th Dec., Rice
—Butterfield & Swire.

RAGNAE, Norwegian str., 1,220. H. G. Nielsen,
19th December—Wakamatsu and Japan
13th Dec., Coal—Wallen & Co.

SHANTUNG, British str., 1,002. C. Gonwirch,
25th Dec.—Bangkok 13th December, Rice
& General—Butterfield & Swire.

SWANLEY, British str., 2,905. W. E. Steele,
26th December—Chingtao 20th Dec.,
Gibb, Livingston & Co.

TAYTUYEN, British str., 1,458. L. Dawson, 27th
Dec.—Sydney Dec. 3rd, and Manila 24th
Dec., General—Butterfield & Swire.

TEAN, British str., 1,346. Outerbridge, 27th
December—Manila 24th Dec., General—
Butterfield & Swire.

THINTAU, German str., 1,002. Kooh, 23rd Dec.—
Bangkok via Hoitow 22nd Dec., General—
Butterfield & Swire.

ULV, Norwegian str., 885. J. Pedersen, 17th
December—Haiphong 14th Dec., Rice—
Asgard, Thorsen & Co.

WOOLWICH, British str., 1,345. A. Stoker, 13th
November—Moji 8th November, Coal—
Dowdall & Co.

YOCHEW, British str., 1,306. E. Newthcombe,
25th December—Shanghai 22nd December,
General—Butterfield & Swire.

SAILING VESSELS.

Ecuador, British 4-masted bark, 2,968 L. D.
Vance, 24th August—New York 1st May,
Case Oil—Standard Oil Co.

SCIENTIFIC MISCELLANY.

PROTECHNIC METALLURGY—USING OLD
RUBBER—TELEPHONE WASTE—BREAD-
MAKING RESEARCH—LAND MADE GOOD
BY ITS PEAT—DURABLE POLES—ELEC-
TRICAL BLACK-BALMING—AIR-CULMING
OF WAVES—THE ROPE AS A PUMP.

The curious phenomena of alloys are only
beginning to be known. Seeking an alloy that
would give an iron interior with a brass veneer
is a thing that proves to be not at all impossible
or impracticable—C. Vickers, a British metallurgist,
made a series of experiments in the course of which iron was melted in a crucible
and alloyed with aluminum. It was desired to
learn the effect of adding a small percentage
of zinc. A two-inch bit was cautiously tossed
upon the molten mass, when, after a few seconds,
a series of muffled explosions ensued, and the
mixture in the crucible was shot upward toward
the roof of the shop, giving a beautiful pyro-
technic display, the iron producing stars, and
the zinc yielding dazzling blue lights, while
flashes of molten metal glowed between. This
continued until the crucible was emptied.

In manufacture, caoutchouc is mixed with
sulphur, or vulcanized, and with various mineral
substances and organic fibers. When raw rubber
has been worked over for some uses for many
years, but no way of completely purifying it has
been known, and it has lacked strength and
elasticity. The improved process lately an-
nounced by W. E. Reid depends upon A.
Tixer's discovery that vulcanized rubber is
completely soluble in turpentine. The old rubber
is digested with turpentine at moderate heat,
benzene is added, the clear solution is poured
away from the insoluble impurities, the liquid
is distilled, and the residue is treated with
alcohol and acetone. The recovered caoutchouc
is much like the natural, is very viscous and
capable of vulcanization, and has increased
resistance to chemical action.

The telephone, apparently so extremely
sensitive to sound by Henry Abraham to transmit
to the ear less than a thousandth of the energy
received from the line.

In the production and control of a pure food supply
by thoroughly scientific methods, the
Germans are disposed to keep their lead. The
new Government institute for milling research,
supplementing the two institutes for research
in the sugar and fermentation industries, is
equipped with an experimental granary, a
wheat and rye mill and a bakery together with
administrative offices and laboratories; the
machinery and apparatus being of the most
advanced kind, all driven by electricity. The
mill has two distinct plants, each milling two
tons of grain in ten hours. The purpose of the
institute is to carry out practical research and
scientific investigation on grain during storing,
milling, working up and baking; to experiment
with the baking of home and imported grain;
to conduct research work for the Government
and to carry out official and private analyses of
grain, flour, fodder stuffs, etc. Every effort
will be made to investigate thoroughly the
numerous problems of milling and baking.

In the work of reclaiming the 25,000 acres in
the great peat bogs of Königsberg and Mar-
cisdamm in the Leer district, East Friesland,
the land will be drained by a network of 25
miles of canals, and a station for generating
electricity will be established at the junction of
the main canal with the high road from Leer to
Wittmund. Current from this station will be
distributed over an area thirty miles in diameter.

The peat will serve as fuel, the plows and other
machinery used in fitting the land for
cultivation being driven by power from the bog
products, which will also give light and power
to many surrounding towns.

A factory at the Grosssmarode, Germany,
manufactures a patented telegraph pole of glass
intertwined with strong wire. This pole is
especially adapted for use in hot climates, and
successfully resists the attacks of weather and
insects that soon destroy the ordinary wooden

poles.

The secret ballot provided by the Automobile
Club of America in its palatial New York
clubhouse consists of a small two-drop annunciation
apparatus, supplied with electric current by a set of
four dry cells, and having wires extending
around a large table to a button-block at each
of the chairs at the table. When the board of
governors is to vote on an application for
membership, the face of the annunciation is
covered with a curtain. Each member of the
board then presses the white or black button of
his block, and if any black button is pressed
the black disc is seen when the curtain is
removed from the annunciation. It is impossible
to tell how any voter voted or even how many
black balls have been cast against the rejected
applicant. The apparatus, which is the invention
of Dr. S. S. Wheeler, a club official, can be
quickly put in place or packed in the battery
box.

The most effective means of breaking up sea
waves, giving practically a smooth surface,
seems to be a discharge of compressed air into
the water. This new discovery is expected by
Philip Brasset, of Brooklyn, to prove of
importance in various ways. A disabled vessel
drifting toward shore may protect itself by
throwing out an anchor through which
air is forced, and a lightship may be shielded
by a surrounding circular air plug giving a
region of calm in the center. More visionary
is the scheme to provide harbors in mid-ocean
by means of pipes suspended by floats so that
both floats and compressor plant may be
protected from wave action.

The novel idea of a German mining engineer
is an oilless rope band as a pump in bore-holes.
This absorbs a large quantity of oil, or salt and
acid solutions, and the liquid is squeezed out
between rollers as the rope is drawn upward.
As the only weight to be lifted is that of the
liquid on the ascending side, the method is
suggested as economical for draining mines as
well as pumping oil.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly
share report dated 28th December, 1907:—
"Christmas holidays have interfered with what
little business is doing, and we have very little
to report to-day. The sterling demand rate of
exchange on London closes at 1s. 3d. 1/2, while
rates on Shanghai are Tls. 74 for a Bank T/T,
and Tls. 76 for a three days sight. Private
Draft, Berlin in London is quoted 2s. 7d./16d.,
and Coas 2s. 8d./16d. The London Bank rate
of discount is still 7 per cent, and the market
rate of discount, after advancing to 6 per cent,
is now 6 per cent."

BANK SHARES.—Hongkong and Shanghai
Bank Shares have been done at \$720 for old
and \$710 for new shares, at which rates a
further

SHIPPING.

ARRIVALS.

BOURRON, French str., 997, Le Ball, 27th Dec.
SAIGON 22nd Dec., General—Chinese.
CHOWRA, German str., 1,065, T. Spiesen, 29th
December—Bangkok 19th Dec., Rice
Butterfield & Swire
FOOSHUNG, British str., 29th Dec.—Canton.
GANGE, French str., 6,876, J. Froment 28th
Dec.—Antwerp 10th November, General—
Messes in Maritimes.
GERMANIA, German str., 1,713, H. Lorenzen,
27th December—Haiphong 24th Dec., Rice
—Jebou ...
HAIMYUN, British str., C26, A. J. Robinson, 22nd
Dec.—Fuchow Dec. 25th, Amo, 26th, and
Swatow 27th, General—Douglas Lapraik
& Co.
HANOI, French str., 739, Merles, 27th Dec.—
Haiphong Dec. 24th, and Hichow 26th,
Rice and General—A. R. Marti.
HOLSTEIN, German str., 385, Niejahr, 29th
Dec.—Tourane, General and Rice—Jebou
& Co.
HEMINGO, Chinese str., 28th Dec.—Canton.
KAIFONG, British str., 983, Mathias, 28th Dec.—
Cebu and Ilolo 24th Dec., General—
Butterfield & Swire.
KANCHOW, British str., 28th Dec.—Canton.
KOWLOON, German str., 1,457, A. Enrik, 28th
December—Haiphong 24th December—
Hamburg—Amerika Linie.
KUTSANG, British str., 3,110, Bradley, 28th
Dec.—McJi 24th Dec., General and Coal—
Jardine, Matheson & Co.
KWANTUNG, Chinese str., 1,246, Wm. H. Lunt,
29th December—Shanghai 25th December,
General—Chinese.
PHAM, British str., 2,905, R. A. Tiltoison, 28th
December—Singapore 21st Dec., General—
Butterfield & Swire.
RAJAH, German str., 2,288, R. Petersen, 28th
December—Bangkok 19th Dec., General—
Butterfield & Swire.
SHOHU MARU, Japanese str., 999, M.
Nomoto, 28th Dec.—Swatow, 27th Dec.,
General—Osaka Shosen Kaisha.
ST. LUCIA, Danish str., 1,502, E. de G. Licht,
28th December—Singapore 17th Dec.,
General—Mehlchers & Co.
TRIUMPH, German str., 769, Bendixen, 28th
December—Haiphong 26th Dec., General—
Jebou & Co.
YOCOW, British str., 29th December—Canton.

DEPARTURES.

28th December.
ALDENHAM, British str., for Australian Ports.
ARCADIA, British str., for Shanghai.
BENVOORLICH, British str., for Nagasaki.
BINGO MARU, Japanese str., for Shanghai.
CANNABONCHINE, British str., for Shanghai.
DELAZ, British str., for Europe & C.
DEWENT, British str., for Saigon.
FIRST BISMARCK, German str., for Manila.
HONGWA I, British str., for Amoy.
HUPEN, British str., for Haiphong.
J. DIEDERICHSEN, German str., for Hoibow.
KHALIF, British str., for Shanghai.
LIGHTNING, British str., for Singapore.
NIOME, German cruiser, for Manila.
ST. TTIN, British str., for Tsin-tan.
TATU MARU, Japanese str., for Kobe.
ZAFIRO, British str., for Manila.
29th December.

C. FEED, LAEISZ, German str., for Shanghai.
E. F. FERDINAND, Austrian str., for Singapore.
HAIIAN, French str., for Hoibow.
HAIKUN, British str., for Swatow.
JOSSHIN MARU, Japanese str., for Swatow.
MAUSANG, British str., for Sandakan.
NORD, Norwegian str., for Tsurane.
PRONTO, Norwegian str., for Saigon.

SHIPPING REPORTS.

The British str. *Kutou* g. reports: Fine
weather, moderate monsoon.
The British str. *Priam* reports: Strong N. E.
breeze and heavy sea throughout.
The British str. *Hainan* reports: Moderate
fresh monsoon and overcast rainy weather.
The Chinese str. *Kwangtung* reports: Fine
weather to vicinity of Tsin-tan, then misty
rain and fresh N. N. E. wind to port.
The L. R. str. *Kai-yang* reports: Fine
weather with light winds to Fiedra Port, then
moderate N. E. winds and sea to N. E. head.

VESSELS IN DOCK.

December 28th.

ARMED DOCKS—
KOWLOON DOCKS—Neil Mcleod, Woolwich,
Engineer, Hinlong, Ch. Hardouin, Fausang,
Phranang, Kueichow,
COLONIAL DOCKS—

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR

FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
ADEN, SUEZ and PORT SAID.
Taking Cargos at through rates to the BRAZILS,
PERSIAN GULF, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"E. F. FERDINAND,"
Capt. C. Matcovitch, will be despatched as
above TO-DAY, the 30th inst., A.M.
This steamer has capital accommodation for
passengers, electric light and carries a doctor
and stewardess.
For information as to Passage and Freight
apply to

SANDER, WIELER & Co.

Agents,

Prince's Buildings.

Hongkong, 28th December, 1907.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodging will be despatched for the
above Ports TO-MORROW, the 31st inst., at
10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,

General Managers.

Hongkong, 27th December, 1907. 2030

"GLEN" LINE OF STEAMSHIPS,
FOR LONDON AND ANTWERP
VIA SUEZ CANAL.

THE Steamship

"GLENAVON"

Captain Wolfenden, will be despatched as
above on THURSDAY, the 9th January, 1908.

For Freight apply to

MCGREGOR BROS. & GOW.

Hongkong, 18th December, 1907. 2000

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SHIPS
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	H. S. Bradshaw	P. & O. S. N. Co.	About 1st January.	
LONDON & ANTWERP VIA SUEZ CANAL	GLENNAVON	Brit. str.	Wolfenden	MCGREGOR BROS. & GOW.	On 9th January.	
MARSEILLE, &c., via PORTS OF CALL	ARMAND BEHRIC	French str.	Guhonet	MESAGELINS MARITIMES.	On 7th Jan., at 1 P.M.	
MARSEILLES, PLYMOUTH, HAIRE & HAMBURG, &c.	HABSBURG	Ger. str.	Filler	HAMBURG-AMERIKA LINIE.	On 30th January.	
MARSEILLES, HAYRE & HAMBURG, &c.	SCANDIA	Ger. str.	v. Döhren	HAMBURG-AMERIKA LINIE.	On 9th January.	
MARSEILLES, HAYRE & COPENHAGEN	SIAM	Swed. str.	Wagner	MELCHERS & CO.	Middle of January.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FEED, LAEISZ	Ger. str.	Dehnat	HAMBURG-AMERIKA LINIE.	On 4th February.	
HAIRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	Vahsel	HAMBURG-AMERIKA LINIE.	On 10th January.	
HAIRE & HAMBURG VIA STRAITS, &c.	VALDINA	Ger. str.	Malchow	HAMBURG-AMERIKA LINIE.	On 19th January.	
ANTIWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	Habel	HAMBURG-AMERIKA LINIE.	On 16th January.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	J. Randmann	HAMBURG-AMERIKA LINIE.	On 14th February.	
HAIRE & HAMBURG VIA STRAITS, &c.	E. F. FERDINAND	Aust. str.	Matcovitch	MELCHERS & CO.	On 1st Jan., at Noon.	
NEW YORK	NEW YORK	Aust. str.	Petersen	SANDERS, WIELER & CO.	To-day, a.m.	
NEW YORK VIA PORTS & SUEZ CANAL	ALBENGA	Ger. str.	Carloway & Co.	Quiot despatch.		
BALTIMORE & NEW YORK	ERROLL	Brit. str.	Shewan Tomes & Co.	About 8th January.		
JESERIC	ERROLL	Brit. str.	STANDARD OIL CO.	About 17th January.		
EXPRESS OF INDIA	ERROLL	Brit. str.	ARNHOLD, KARBERG & CO.	About 25th January.		
MONTREAL	ERROLL	Brit. str.	CANADIAN PACIFIC R. CO.	On 16th Jan., at 4 P.M.		
KUMERIC	ERROLL	Brit. str.	DODWELL & CO. LTD.	On 29th Jan., at Noon.		
KATHERINE PARK	ERROLL	Brit. str.	TOYO KISEN KAISHA	To-day, at Noon.		
MARIE	ERROLL	Brit. str.	CHINA COMMERCIAL S.S. CO.	On 4th Jan., at 5 P.M.		
TAIWAN	ERROLL	Brit. str.	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.		
MANILA	ERROLL	Brit. str.	MELCHERS & CO.	On 7th Jan., at 4 P.M.		
CHIANGKING	ERROLL	Brit. str.	W. B. Brown	Quiot despatch.		
TSINGTAO, WEIHAIWEI & CHEFOO	ERROLL	Brit. str.	Thompson	To-day, at 4 P.M.		
TSINGTAO, SHANGHAI & CHINKIANG	ERROLL	Brit. str.	J. Dawson	On 8th Jan., at 4 P.M.		
SHANGHAI, YOKOHAMA KOBE & MOJI	ERROLL	Brit. str.	J. Minssen	On 10th Jan., at 4 P.M.		
SHANGHAI	ERROLL	Brit. str.	W. B. Brown	Quiot despatch.		
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	ERROLL	Brit. str.	Zwart	To-morrow, at 4 P.M.		
SHANGHAI	ERROLL	Brit. str.	F. Wheeler	Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.		
SHANGHAI	ERROLL	Brit. str.	T. Stehr	On 10th Jan., at 4 P.M.		
SHANGHAI	ERROLL	Brit. str.	W. E. Saver	On 13th Jan., at 4 P.M.		
SHANGHAI	ERROLL	Brit. str.	T. Arthur	On 24th Jan., at 4 P.M.		
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERROLL	Brit. str.	M. Nomoto	On 10th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	F. Northcombe	On 11th Jan., at 4 P.M.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	H. A. Wavell	On 13th Jan., at 4 P.M.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	A. E. Saubach	On 24th Jan., at 4 P.M.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	F. Preach	On 1st February.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	Habel	On 5th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	C. R. Longden, B.N.R.	About 6th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	A. E. Hodging	On 10th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	Douson	On 11th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	S. J. Payne	On 12th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	R. Almond	On 13th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	A. W. Outerbridge	On 14th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	T. Meyrick	On 15th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	R. Rodger	On 16th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	Mahin	On 17th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	G. H. Pennelather	On 18th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	F. Somill	On 19th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	Bradley	On 20th January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	E. J. Tadd	On 21st January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	Pander	On 22nd January.		
SHANGHAI, KOBE & YOKOHAMA	ERROLL	Brit. str.	Java-China-Japan Lines	About 6th January.		

HONGKONG—MANILA.

Highest Class, newest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond.	Manila	On 4th January, 1908.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 3rd December, 1907.

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**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE	NYANZA	About 1st Jan.	Freight and Passage. Capt. H. S. Bradshaw.
PENANG, COLOMBO, POLE SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA		About 5th Jan.	Freight and Passage. Capt. C. R. Longden, R.N.R.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1907.

**CHINA NAVIGATION CO.,
LIMITED.**

FOR	STEAMERS	TO SAIL
HOIHOW and PAKHOI	"KWEIYANG"	On 31st Dec., D'light
MANILA	"TEAN"	On 31st Dec., 4 P.M.
SHANGHAI	"YOCHOW"	On 31st Dec., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE	"TAIWAN"	On 31st Dec., 4 P.M.
SYDNEY, HOBART, LAunce- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"KIUKIANG"	On 3rd Jan., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 3rd Jan., 4 P.M.
MANILA	"TAMING"	On 7th Jan., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 9th Jan., 4 P.M.
CEBU and ILOILO	"SUNGKUANG"	On 16th Jan., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table A duly qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th December, 1907.

**NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORK"	Wednesday, 1st Jan., at NOON. Capt. J. HANDEMANN
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ZIETEN"	About Friday, 3rd January. Capt. F. PROSCH
MANILA, NEW GUINEA, BEIS. BANE, SYDNEY & MELBOURNE	"MANILA"	Saturday, 4th Jan., at NOON. Capt. MINSEN
KUDAT and SANDAKAN	"BORNEO"	Middle of January. Capt. F. SEMBILL

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 28th December, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S. &c.	LEAVING
SHANGHAI, SWATOW, "SHOSHU MARU" AMOY and FOOCHOW	Capt. M. NEMOTO	TUESDAY, 31st Dec., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th December, 1907.

T. ARIMA, Manager.

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**EAST ASIATIC CO., LTD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 16th January.
MARSEILLES, HAVRE	"SIAM"	Middle of January.
and COPENHAGEN		

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 28th December, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH...	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS...	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI...	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJULATJAP...	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG...	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 23rd December, 1907.

Telephone No. 375.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
STRAITS.

THE Steamship

"CARNAVONSHIRE."

Capt. G. W. Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st Inst.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME & CO., Agents.

Hongkong, 25th December, 1907.

From HAMBURG, LISBON AND PORTS
OF CALL.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"HABSBURG."

Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded via a notice to the contrary given before TODAY.

Any Cargo impeding his discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st Inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIQUE LINE,

Hongkong Office.

Hongkong, 25th December, 1907.

S.S. "SALAZAR," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

ex a.s. "Dove" and "Corduan" from Bordeaux ex a.s. "Ville de Bordeaux" from Valtry ex a.s. "Niger" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON, To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after THURSDAY, the 2nd Jan., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me or before the 2nd Jan., or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 2nd Jan., at 3 P.M.

No Fire Insurance has been effected.

J. MILLIT, Agent.

Hongkong, 28th December, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"

FROM LIEUT. LONDON AND STRAITS.

CONSIGNEES of Cargo hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Jan., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Jan., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 27th December, 1907.

HAMBURG-AMERIQUE LINE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"C. FERD. LAETSZ."

Captain Wagner, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary is given before 10 A.M.

POST OFFICE NOTICE

NEW YEARS HOLIDAYS

Wednesday and Thursday, the 1st and 2nd January, 1908 are to be observed as Public Holidays. The Post Offices will be open on each day from 9.00 a.m. to 9.00 a.m. only. There will be no delivery of letters and one collection as on Sundays. The Money Order Office will be entirely closed.

FOR

PER DATE

Moji, Kobe, Yokohama, Portland and Oregon	Monday, 30th, 9.00 A.M.
Haihung	Monday, 30th, 9.00 A.M.
Shanghai	Monday, 30th, 9.00 A.M.
Karatsu, Kobe, Yokohama, Callao and Iquique	Monday, 30th, 11.00 A.M.
Shanghai, Yokohama, Kobe and Moji	Monday, 30th, 11.00 A.M.
Macao	Monday, 30th, 5.00 P.M.
Tsingtao, Weihaiwei and Chefoo	Monday, 30th, 8.00 P.M.
Shanghai	Monday, 30th, 8.00 P.M.
Haihung	Monday, 30th, 8.00 P.M.
Hollow and Pakhoi	Monday, 30th, 8.00 P.M.
Swato, Amoy, Foochow and Shanghai	Monday, 30th, 8.00 P.M.
Macao	Monday, 30th, 8.00 P.M.
Singapore, Penang and Calcutta	Monday, 30th, 8.00 P.M.
Shanghai	Monday, 30th, 8.00 P.M.
Manila	Tuesday, 31st, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday	Tuesday, 31st, 3.00 P.M.
Iceland, Toktoon, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaid and Perth	Tuesday, 31st, 3.00 P.M.
EUROPE and India via Tuticorin	Tuesday, 31st, 3.00 P.M.

Shanghai

Macao

Cebu and Illoilo

Shanghai

Manila

Manila, Simpsonhaven, Friedrich Wilhelmshafen, Herbertshofe, Matupi, Samarski, Eristano, Sydney and Melbourne

Macao

Shanghai, Moji, Kobe and Yokohama

Moji, Salia Cruz and Mexico

Scurabaya and Samarang

Moji, Kobe, Yokohama, Portland and Oregon

EUROPE & INDIA via Tuticorin

(Late Letters 11.00 A.M. to noon. Extra postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in the contract mail.)

Singapore, Penang and Calcutta

Manila

Yokohama and Kobe

Manila

Cebu and Illoilo

Shanghai, Nagasaki, Kobe, Yokohama & castle

SINGAPORE, NAGASAKI, KOBE, YOKOHAMA

VICTORIA AND VICTORIA (BC.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama

Victoria and Vancouver (BC.)

EUROPE & INDIA via Tuticorin

(Late Letters 11.00 A.M. to noon. Extra postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in the contract mail.)

No mails are despatched to these places on Saturday evenings, unless previously notified.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO INQUIRIES into alleged losses of such (Postal Guide 121).

LOCAL DELIVERIES.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Veranda in Queen's Road.

REGISTRATION.—Correspondence can be registered for mails to Europe, Canada, and America up to one hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by those packets will be accepted up to a quarter of an hour before the time of closing that ordinary mail. Registered mail to Shanghai, Japan, straits, and India, Manila and Australia by other than contract packets close half an hour before the ordinary mail, and to the coastports, up to a quarter of an hour close the ordinary mail.

No mails are despatched to these places on Saturday evenings, unless previously notified.

MAIL FOR CANTON, WUCHOW and HAMSHU will be closed on week-days at 7.30 a.m. and at 4 p.m. until further notice.

MAIL FOR MACAO is despatched per s.s. SWI AN on week-days 7.30 a.m. on Sunday, the mail for Macao is closed at 8 a.m.

MAILS for NAMAO, and SWAN, are closed every week-day at 6 p.m.

MAILS for KOMMOON, and KUNCHUK, are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

TELEGRAMS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO INQUIRIES into alleged losses of such (Postal Guide 121).

LOCAL DELIVERIES.—Separate boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Veranda in Queen's Road.

REGISTRATION.—Correspondence can be registered for mails to Europe, Canada, and America up to one hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by those packets will be accepted up to a quarter of an hour before the time of closing that ordinary mail. Registered mail to Shanghai, Japan, straits, and India, Manila and Australia by other than contract packets close half an hour before the ordinary mail, and to the coastports, up to a quarter of an hour close the ordinary mail.

XMAS NOVELISTS.

NOW ON SHOW.

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATES (ASSORTED),

PASCALL'S CONFECTIONERY OF DIFFERENT VARIETIES.

FRENCH CRYSTALIZED FRUITS.

TOYS AND DOLLS

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS,

No. 5, D'AGUILAR STREET, HONGKONG.

TO-DAY.

At the City Hall, 9 p.m. Pollard's Lilliputian Opera Co., "La Poupee."

At the Catholic Union's Premises, 9 p.m. Christmas Entertainment, "Love in Lotus Land."

OPIUM.

December 28th

Quotations are—

Malwa Nov. \$920 per picoul.

Malwa Old \$860 "

Malwa Older \$1000 "

Malwa V. Old \$1040 "

Persian fine quality \$760 "

Persian extra fine \$830 "

Patna Nov. \$917 per cheast.

Patna Old \$917 "

Banaras Nov. \$885 "

Banaras Old.... "

STEAMERS PASSED THE CANAL.

Dec. 2nd — Priam, Sophie Rickmers, delayed through mutiny. 4th—Austria, Cleopatra, Ching Wo, Spain, 7th—Benvenue, Glenroy, Sibong, 11th—Auckline, Banco, Berleach, Calais, Fifehire, Palawan, Suez, 12th—Kaduchi Maru, Yarr, Principe, Principe, Wrayasdale, 13th—Dardanus, Vernon, 21st—Acara, Jason, Ningchow, 25th—Bengal, Pingay, Princ Heinrich, Telenackus, Nera, Burdwan, Inden, Molte, 28th—Princess Alice, Rendana, Slavonia, Kamakura Maru, Sanuki Maru.

HONGKONG TIDE TABLE.

From Dec 30th to 5th Jan, 1908.

HIGH WATER.

LOW WATER.

HIGH WATER.

LOW WATER